

SUPPLEMENTAL REPORT

TO: District of Columbia Board of Zoning Adjustment
FROM: Stephen J. Mordfin, AICP, Case Manager
 Joel Lawson, Associate Director Development Review
DATE: May 28, 2013
SUBJECT: MODIFICATION REQUEST - BZA Case No. 18567

I. RECOMMENDATION

The Office of Planning recommends that the Board approve the modifications as requested by the applicant.

II. BACKGROUND

In BZA Order 18372, dated July 3, 2012, the Board approved:

1. Reduction of on-site parking from 87 to 43 spaces.

III. PROPOSED MODIFICATIONS

The applicant proposes to reduce the size of the proposed building to result in a more financeable design for the receipt of funding from the D.C. Housing Finance Agency and the D.C. Department of Housing and Community Development. Changes to the building are briefly enumerated in the table below.

	Approved	Proposed	Permitted/Required	Modification?
Dwelling Units	155-160	116-120	N/A	Not required
Residential Parking	40 (1 per 4 du's)	29 (1 per 4 du's)	60 (1 per 2 du's)	Required
Retail Parking	3 (1/750 GSF)	3 (1/750 GSF)	No change	Not required
Bicycle Parking	53 (1 per 3 du's)	60 (1 per 2 du's)	None	Not required

The applicant proposes to reduce the height, number of floors, lot occupancy and number of dwelling units within the building, increasing the rear yard. However, the applicant proposes to retain the same ratio of parking per residential unit approved by the Board in the previous application, one space per four units, instead of one space per two units as required by Section 2101.1 of the Zoning Regulations. The application also proposes to increase the number of bicycle parking spaces, although none are required.

The breakdown of the units remains essentially the same, except that four three-bedroom, two-bathroom units would now be provided, whereas none were previously proposed. Modification is only required for the number of on-site parking spaces provided. No other relief is required.

IV. OP ANALYSIS OF THE MODIFICATIONS

The applicant proposes to retain the same parking ratio for the 120 unit building as was approved for the 160 unit building, or one space per four units. The shape and geo-technical aspects of the site still make the construction of below-grade parking economically infeasible. Multiple transportation options would still be available to the residents, including bicycle parking, which would be increased from one space per three units to one space per two units.